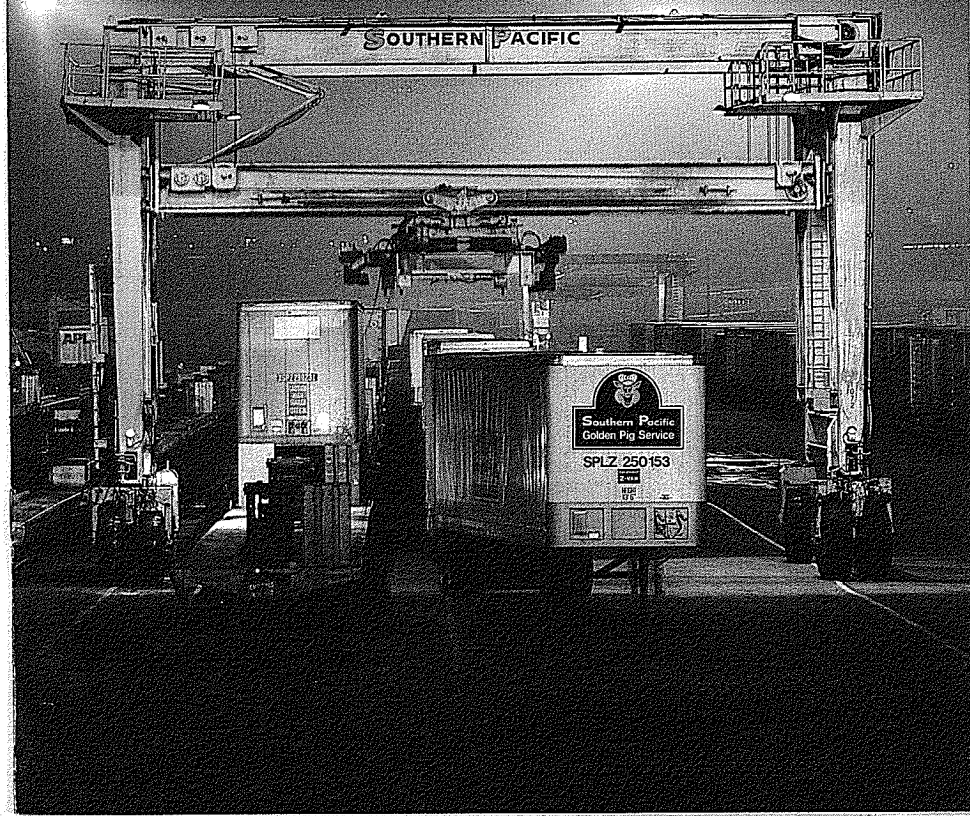
Southern Pacific Bulletin

March–April 1982



SOUTHERN PACIFIC BULLETIN
Volume 66, Number 3
March–April 1982

COVER

A new 45-foot "Golden Pig Service" trailer is ready for loading onto a flatcar by an overhead crane at SP's intermodal facility at Los Angeles. Intermodal shipments are a bright spot in this year's railroad picture. SP expects to increase the number of trailers it handles by 25 percent. See page 3 for a report on SP's intermodal activities. Photo: Ray Tyler.

ROBERT B. HOPPE
Editor

NATALIA ALLEN
Assistant Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 541-1656

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Editorial

The continuing economic recession has made most companies, including Southern Pacific, sharpen their competitive efforts and cost-control responsibilities. The theme of attracting new business while lowering costs and developing ways to boost productivity has been applied throughout the company.

The recession's effect on SP transportation activities is evidenced in the slowed production of lumber and wood products in the Northwest, General Motors' closing of automobile assembly plants at Fremont and Southgate, Calif., and reduced copper mining operations in Arizona.

The history of economic trends makes us confident that the general business slump will soon bottom out, then begin to gradually improve later this year. The economy will get better, and Southern Pacific is in excellent condition to answer the call for increased demands for all of the company's services.

SP has partially offset the overall decline in general freight movements by increasing its market share in 15 of 20 commodity groups moved on the SP system. Service standards and transit times have been improved. The company has re-established a high-speed rail corridor between Southern California and the Midwest by rebuilding the former Rock Island line from New Mexico to Kansas City. New shipping contracts are being signed with customers under provisions of the railroad deregulation laws. Competitive incentive rates have been offered for some shipments, such as lumber from the Northwest. And marketing analysts are developing new approaches to further broaden SP's share of total inter-city freight.

Good management techniques teach us that money-saving practices, like energy conservation, should be part of everyday operations. Lowering the amount of fuel used by diesel locomotives is perhaps the most significant part of SP's energy conservation program. About $10 million will be saved this year by shutting off idling engines and by the installation of fuel metering devices. SP is saving fuel also through use of smaller, more efficient company cars and trucks.

SP has trimmed expenses by taking out of service equipment that has been sidelined by the business decline. About 22,617 ready-for-service cars out of the company's 77,000 owned or leased freight cars, and about 307 of our 2,690 locomotives are in storage. Like other companies throughout the country, SP has reduced its workforce at all levels as business needs have declined.

In spite of the downturn, maintenance of way and engineering have improved. SP has installed more new ties and rail so far this year than during the same period a year ago. In February seven tie gangs and three rail gangs installed 170,000 ties and 28 miles of new rail, further strengthening the SP rail system in advance of a business upturn.

The nation is in the midst of a persistent recession, however, and Southern Pacific is receiving its natural share of the impact.

As a result of careful management and employee support, we will come out of this as a leaner, stronger company. Economic recovery depends heavily upon business competition in an open marketplace, and Southern Pacific must continue to emphasize its sales effort together with cost reductions and increased productivity.

D. K. McNEAR, *President*
SP Transportation Company

Southern Pacific's Intermodal Business Is

Reversing Trends And Setting Records

January was not a typical January—at least not for SP's Intermodal Operations.

Traditionally this is a month when the railroad industry experiences a seasonal slump: business is slow and carloadings decline. While rail freight traffic followed this cyclical trend, the expected drop-off in SP's intermodal shipments never occurred. Intermodal carloadings for January were up 25 percent over the same period last year.

This turnaround began late in 1981's third quarter. The statistics since January are especially impressive because they were achieved during a downturn in international trade and while the economy struggled along.

Historically when the economy declines, the railroads' intermodal traffic has suffered significantly more than motor-carrier traffic. But last year piggyback traffic rose while motor-carrier traffic remained flat. SP outperformed the industry average and marked up a 3.3 percent increase in intermodal traffic last year. Revenues were up 14.9 percent.

Intermodal Operations turned in an impressive report for 1981. At Los Angeles, our largest intermodal facility, Area Manager Mark Hansen reported a 22 percent increase over 1980's volume. Area Manager W.D. Smith at Dallas showed a 14 percent improvement. Area Manager W. T. Pennebaker and the intermodal facility at Memphis marked up a 15 percent increase. Kansas City and Sparks also turned in impressive results.

The forecast for 1982 is even better: trailer loads are expected to increase 25 percent; container loads will show a modest improvement.

Joe Neal, assistant vice president-intermodal operations, attributes this growth to several factors: "Deregulation, new routes, today's economy, and improved service, schedules and marketing have had a significant effect upon intermodal traffic.

The deregulation of trailer-on-flatcar (TOFC) and container-on-flatcar (COFC), which took effect a year ago this month, has allowed railroads to respond much more quickly to market demands and take different approaches to winning new business.

Bill Bourque, assistant general manager-intermodal business planning, singles out the railroad's ability to enter into contract agreements with shippers as a significant advantage of deregulation. "This is something railroads have not been able to do before. Now we can sit down with a shipper and reach an agreement on a rate, volume of business, and quality of service for the length of the contract. Both sides benefit from this approach."

Steve Lautsch, general manager-intermodal operations, also points to the acquisition of the former Rock Island line between Tucumcari and Kansas City as a turning point for SP's intermodal activities.

The new route allows SP to tap into the tremendous amount of intermodal business that goes through Chicago—the Midwest's focal point for shipments moving to the West Coast. In mid-February of 1981, SP and Burlington Northern inaugurated the "Golden Piggyback Express" between Chicago and Los Angeles. Later in the year, the "Golden Gate Piggyback Express" started up between Northern California and Chicago. Approximately 30,000 trailers were handled over these two routes last year.

Today's economic conditions have benefited intermodal. Businesses are shipping in smaller lots because consumers are buying less and containers or trailers are often better suited to handle these smaller shipments. Shippers are also attracted to intermodal's expedited service and the flexibility of delivery to off-rail locations.

Changes are also taking place to streamline operations at SP's intermodal facilities. Tighter cutoff times give shippers more time to get their loads to an intermodal facility. In many instances, trailers or containers arriving at one of SP's intermodal facilities at least two hours before a train's scheduled departure will be loaded and on their way. Trains are unloaded immediately upon arrival to make the trailer or container available to the shipper as soon as possible.

Other improvements that are being implemented to provide a streamlined, efficient operation to handle intermodal's anticipated steady growth in the future include:

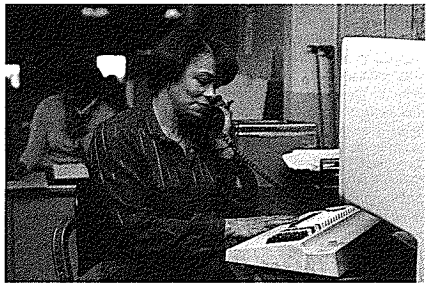
Major Facilities: "We are designating selected locations for use as major

SP's Double-Stack container car looks like a row of five flatcars with high bulkheads bracing each pair of double-stacked containers. The five cargo beds are articulated over just six sets of wheels (four wheels in each set). This articulation contributes to higher payload ratios and lower tare (unloaded) weight of the equipment.

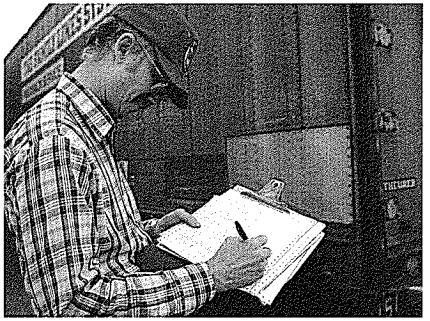




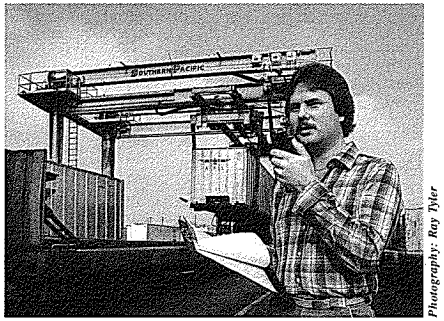
Customers are telephoned when their shipments are ready for pick-up. TCF Clerk John Chappell (left) checks with TCF Head Clerk Arnold Ortega about a notification procedure.



Customers who need tracing or billing information about their shipment may call Betty Hankins, one of the traffic service clerks who handles inquiries.



TCF Clerk Richard Pentico completes paperwork on an outbound trailer. The busy gatehouse operation checks all trailers and containers entering or leaving the facility.



TCF Clerk Rick Jordan directs loading and unloading operations using radio communications in the yard. Four overhead cranes and three piggypackers speed the work.

Photography: Roy Tyler

facilities," Neal says. "This will help centralize traffic and further streamline operations." There will be approximately 11 principal intermodal facilities when the scheduled consolidation is completed later this year. All will be equipped with overhead cranes and/or piggypackers. The key facilities will be located at Portland, Oakland, Roseville, Los Angeles, New Orleans, Phoenix, Kansas City, Houston, Dallas, St. Louis and Memphis. These locations represent major points for both combined rail-truck shipments, and combined rail-ship movements along the West Coast and the Gulf of Mexico. Plans are underway to expand capacity at each of these facilities so that SP can keep pace with the rapid intermodal growth.

Dedicated Schedules: "The Operating Department has broadened our responsibilities concerning some aspects of train operations," Neal says. "For instance, we are now allowed to control the number of loads per train or a train's release time. We then work very closely with divisions across the route to be certain we perform according to our schedule and meet our customers' needs."

Innovative Equipment: New versatile equipment being introduced includes the Double-Stack container car and the new 45-foot "Golden Pig Service" trailers.

The Double-Stack car is an excellent example of fuel-saving technology at work. Each unit is 270 feet long, yet can do the same work as five 89-foot piggyback flatcars that are 445 feet long and which weigh much more. The weight and fuel savings come from the shorter length, reduced aerodynamic forces and the need for six sets of wheels rather than 10, and for two couplers rather than 10. SP has 42 sets of the Double-Stack container car in operation.

The longer 45-foot "Golden Pig Service" trailers were introduced earlier this year and will be used principally in the Los Angeles-to-Memphis and the Los Angeles-to-Portland corridors. Shippers like the trailers because of the additional capacity.

SP's intermodal operations have also benefitted by practically eliminating empty backhauls. During 1981 empty trailer and car miles were reduced substantially. Efforts to trim administrative and handling cost at each facility have also been successful.

"I am pleased with our achievements throughout the system," Neal says. "They represent a lot of hard work and long hours on the part of many people. These accomplishments would have not been possible without this effort and we would not be able to handle the increased volume of traffic we anticipate this year." □

Los Angeles–SP's Intermodal Boom Town



Area Manager Mark Hansen oversees the daily operations for SP's busiest intermodal facility.

Mark Hansen, area manager for intermodal services at Los Angeles, oversees the busiest intermodal facility on the SP system.

"About 57 percent of all intermodal traffic handled at SP goes through Los Angeles," says Hansen, a railroader for 16 years who was terminal superintendent at Avondale before being promoted to Los Angeles last August. "We've got seven trains arriving and eight trains departing each day. Every one of them is loaded with time-sensitive traffic. Business is up and the people here are doing a fantastic job. We're growing. We're changing. We're turning things around. It's a big job, but by working together we will meet our obligations to our customers, streamline our procedures and create a better working environment."

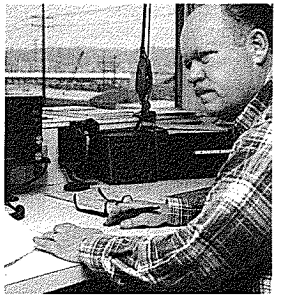
The intermodal facility at Los Angeles handled nearly 200,000 lifts (loading or unloading of containers or trailers) last year. Business was up 22 percent during this record setting year.

The 37-acre intermodal facility near downtown Los Angeles consists of 10 tracks for loading and unloading, four overhead cranes and three piggypackers. Last year the number of parking spaces for containers and trailers was nearly doubled to 950 spots. The facility operates around the clock, every day of the year. An average of 500 trailers or containers arrive and depart each day.

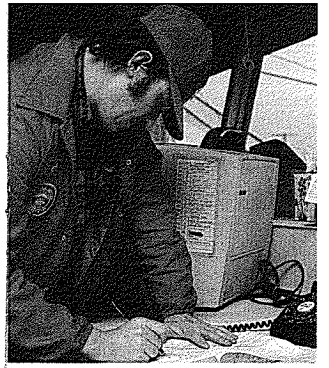
Business is booming. The number of units handled during January was up 4,000 from the previous period for the year before.

"Los Angeles is a major West Coast port," Hansen says, "and it's a focal point for SP's intermodal network. Containers arriving aboard ships from the Far East and Pacific Rim countries can use SP to move their goods to markets in the midwest, northeast, southeast or eastern Canada. Land-bridge connections are available to the Gulf of Mexico. We're a termination point for intermodal shipments originating in the East, or the end of the rail portion of the transportation movement for overseas shipments. Traffic also originates here for other destinations on the West Coast."

To handle the increased volume of TOFC and COFC traffic in the Los



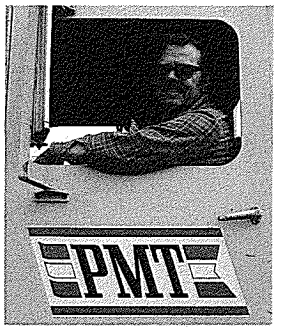
Yardmaster Ralph Gebbie coordinates the work of five switch crews. Three are kept busy at the intermodal facility.



At Shops Tower, Intermodal Yardmaster Clerk Edward Gimenez works directly with the IMS Tower to arrive and depart trains.



From the IMS Tower, TCF Clerk Deborah Bailey sets up track assignments for outbound trailers and containers.



PMT Driver A. C. Scott logs thousands of miles moving containers and trailers to and from the loading areas and parking spots.

Angeles area, SP opened a new intermodal facility at Valla near Santa Fe Springs on January 25.

The company invested more than $850,000 to install an overhead crane and make other improvements to upgrade this former auto-handling facility. For the present, Valla is handling much of the container traffic moving out of Los Angeles on Double-Stack cars. It will also be used to handle mini-bridge traffic to Houston, New Orleans and the South Atlantic states and micro-bridge traffic to Memphis and Dallas. More than 25,000 units are expected to move through this terminal this year.

In anticipation of further increases in container traffic through Los Angeles, SP and the Ports of Los Angeles and Long Beach are examining the feasibility of a proposed Intermodal Container Transfer Facility (ICTF) for the Los Angles area. The new rail-port venture would be served by SP.

The growing need for the ICTF has become evident with the increase in container traffic that is being diverted through the Los Angeles Basin from the Panama Canal all-water route. Mini-bridge traffic from the Far East reaches its East or Gulf Coast destinations much quicker and at a lower cost when routed through the Ports of Los Angeles and Long Beach, instead of the more traditional canal route.

"The attitude toward intermodal has undergone significant changes in the last year," Hansen remarks. "Today shippers appreciate the economical rates and expedited service intermodal offers."

SP pioneered piggyback in the West as one answer to highway competition in 1953. Its potential, however, was never fully realized. Railroads and trucks competed for the same traffic, rather than join together to take advantage of each transportation mode's best features: the railroad's fuel efficiency for the long haul and the trucks flexibility to link shippers with the railroad.

Beginning with the oil embargo in 1973 and the increased cost of diesel fuel that followed, the advantages of intermodal shipments began to attract attention. Expanded service and expedited schedules are responsible for the steady growth.

"So much of our business is time-sensitive," Hansen says. "The shipper depends on having his load arrive as scheduled. But our job doesn't stop there. We have to get the container or trailer unloaded and ready for pick-up as soon as possible."

The SP people at the intermodal facility in Los Angeles take a professional approach to their work. It shows off in the volume of traffic that they skillfully handle each day. Gate checkers, load out clerks, PMT drivers, billing clerks, crane operators, traffic service clerks, yardmasters—every person contributes to the fine reputation that SP has earned in Los Angeles' fast-paced intermodal world. □

The Daily Routine at LATC

The Los Angeles Transportation Center handles 15 trains each day. Each one is designated a "hot" train, meaning it carries time-sensitive traffic and is given top priority on our lines. The chart below shows the arrivals and departures during a 24-hour period.

TIME	ARRIVALS	DEPARTURES
0001	**CHLAT** (Golden Piggyback Express) *Chicago to Los Angeles via Kansas City, El Paso and Tucson (connections to Phoenix).*	**LABRF** *Los Angeles to Portland via Fresno and Roseville.*
0030	**BSMFF** (Blue Streak Merchandise) *St. Louis/Dallas to Los Angeles via San Antonio, El Paso and Tucson. Connections to San Joaquin Valley, Oakland and Portland.*	
0130		**LAEST** *Los Angeles to St. Louis via Tucson (connections to Phoenix), El Paso and Pine Bluff.*
0200		**LABAT** *Los Angeles to Oakland*
0300	**AVLAT** *New Orleans to Los Angeles. Connections to San Joaquin Valley, Oakland and Portland.*	
0430		**LADAT** *Los Angeles to Dallas.*
0530		**LAHOT** *Los Angeles to Houston/ Barbours Cut via San Antonio.*
0600	**BRLAT** *Portland/Eugene to Los Angeles via Roseville and Fresno.*	
0630		**LAMFT** *Los Angeles to Memphis via Tucson (connections to Phoenix).*
0700	**HOLAT** *Houston/Barbours Cut to Los Angeles via El Paso. Connections to Oakland via LABAT.*	
1500	**BALAT** *Oakland to Los Angeles. Connections to eastern gateways.*	
2000		**LAAVT** *Los Angeles to New Orleans via Barbours Cut.*
2200	**MBSMF** (Memphis Blue Streak Merchandise) *Memphis to Los Angeles. Connections to San Joaquin Valley, Oakland and Portland.*	**LACHT** (Golden Piggyback Express) *Los Angeles to Kansas City and Chicago (BN connection) via El Centro, Yuma and Tucson (connections to Phoenix).*

HOW TO READ A TRAIN IDENTIFICATION: The first two letters show where the train originates; the next pair gives the train's destination. The fifth letter describes the type of train. For example, the LAHOT originates in Los Angeles (LA), terminates in Houston (HO) and is designated a container or trailer train (both T and F indicate intermodal trains). Other symbols are: AV: Avondale (New Orleans), BA: Bay Area (Oakland), BR: Brooklyn Yard (Portland), DA: Dallas, ES: East St. Louis, HO: Houston, MF: Memphis, LA: Los Angeles. The BSMFF and MBSMF, however, do not follow this format.

A Rainstorm that Threatened the Railroad

and how ingenious railroaders straightened out Mother Nature's mess in short order

Southern Californians remember it as one of the worst storms in their history. The rains began February 27, 1938 and during the next six days, more than 11 inches were dumped on Los Angeles. During one 24-hour period, over six inches of rain poured from the sky.

By March 2, swollen streams began to take their toll. Raging waters washed out bridges and tracks, and massive slides blocked SP's main line from Santa Barbara to Palm Springs, and from Los Angeles north to Soledad Canyon. Teletype machines at SP's San Francisco headquarters began to spell out the extent of the calamity:

"Water running over tops of bridges east and west of Carpinteria. . .Los Angeles River still rising. . .Considerable apprehension about Pacoima, San Gabriel and Tujunga dams. . .Gangs having difficulty in keeping debris away from bridges in Soledad Canyon. . .3,000 feet of track one mile below Ravenna ready to fall in, will be gone before night is over. . ."

Mother Nature knocked the railroad down, but it wasn't down for long. Ingenious railroad men, pitted against nature's fury, battled to keep the trains running.

Soon after the first messages were received in San Francisco, a special train carrying engineering officials was dispatched to pick up equipment and materials on the way to Montalvo, 32 miles south of Santa Barbara, where the first series of battles was underway.

The immediate problem at Montalvo was a storm-ravaged bridge upon whose 35 steel spans rested the fate of the Coast Line. If the bridge collapsed, the line would be lost for days.

The bridge had been pounded by the debris-littered waters of the Santa Clara River until two of its immense concrete piers were swaying on their foundations. Other piers were also showing effects of the strong current when work gangs started dumping carloads of riprap (large stones) around the footings. For two days and nights men labored to save the bridge. . .and won.

This dramatic display of dedication was repeated in hundreds of other locations in Southern California as crews labored to rebuild the railroad.

Near Lang, Calif. the rushing waters had pulled the track "out by the roots and torn it to shreds," according to one account. Along a four-mile stretch of track, workmen found the roadbed, track and five steel bridges had been washed out; three bridges were buried in log and sand debris; one bridge was standing on dry land; and the track in two tunnels was buried. Yet, in 12 days the line was restored to service.

At the peak of reconstruction, more than 2,000 men were sloshing through mud and debris. The logistics and planning were staggering:

- Track and bridge gangs were brought in from the Western, Sacramento, Tucson and old Coast divisions. Supervisory forces, civil engineers and their assistants were drawn from other divisions.
- Tent commissaries were set up to house and feed the men, including a supplemental workforce of outside hires.
- Special equipment included bulldozers, caterpillar draglines and shovels, and tractor-drawn carryall scrapers supplemented the standard rail equipment of steam piledrivers, bridge cranes, relief outfit cranes, rail-laying machines, compressors, spike drivers and bolters.
- Commerical quarries and rock-crushing plants worked around the clock to supply riprap and ballast for the repair work.

When it was over, SP President A.D. McDonald said: "We may all be proud of the spirit with which Southern Pacific men and women met the series of recent flood crises, climaxed by the Southern California floods of early March.

"The job was virtually to rebuild a railroad, with a premium on every hour of time. Southern Pacific men moved in aggressively on every front. The remarkable job they did was a triumph of team work, individual resourcefulness and sustained effort, day and night.

"I am proud of our organization and sincerely grateful to everyone who assisted in meeting these emergencies."

—Jim Loveland



The raging Los Angeles River washed out this double-track bridge. In less than three days SP crews repaired the damage and opened the line with a temporary single-track trestle.

Thirty-two miles south of the main line at Niland, Calif., is El Centro, the valley's railroad hub. From El Centro, branch lines go west to Plaster City, east to Sandia and south to Calexico.

Branching Out in the Imperial Valley

January 1982. As the Midwest and East whimpered under Arctic onslaughts, SP people and others in the Imperial Valley rejoiced in a few nights of slightly below freezing temperatures.

"Cold weather like this is great for the lettuce crop," said Agent Larry Medina, standing in his shirtsleeves outside his El Centro office. At the El Centro Agency, about 20 people handle railroad paperwork, from rate calls and billing to demurrage.

Asst. Trainmaster Don Seil, who works out of the same building, is in charge of two daily local trains as well as three road switchers. From Niland south to Calipatria, the district is under CTC (centralized traffic control). From Calipatria further south to El Centro, automatic block signaling controls train movements while west, east and south of the El Centro (El Centro is Spanish for "the center") hub, yard limits apply and trains move no faster than 20 mph.

Cattle sheds and grmineries dot the landscape around El Centro. This valley, which is justly famous for its melons, lettuce, broccoli, onions and asparagus, also grows wheat and fattens cattle. If you see tank cars spotted by a factory, they're likely to contain ammonia and it's likely to be a fertilizer plant. That's not the smell of manure in the air, people tell one another, that's money.

Apart from the U.S. Gypsum mine at Plaster City at the very end of the western or El Centro branch, Imperial Valley's business is agribusiness. From El Centro, the eastern or Sandia branch goes to Holtville, "the home of the carrot," as Medina says, and on to million-dollar consignees in the cattle feed business.

Just south of El Centro are the border cities of Calexico, Calif., and Mexicali, Mexico. In the last decade, Calexico has assumed great importance to SP as one of the three busiest of our seven gateways to Mexico, which became the third largest trading partner of the U.S. in 1980.

Volume through Mexicali-Calexico has steadily grown over the last decade. On an interchange track on the U.S. side of the border and within sight of both U.S. and Mexican Customs authorities, SP and the Sonora Baja California (SBC) meet and exchange cars six days a week. Traffic going to Mexico includes liquefied petroleum gas, scrap metal, agricultural machinery, paper products, canned milk, grains, sunflower seeds and other bulk foods as well as products used in the manufacture of plastics.



The Sonora Baja California's Chief Executive Officer Carlos Malo (left), Jack Breen, asst. vice president traffic services—Mexico, and Frank Tavernier, car inspector, (right) at the interchange track in Calexico. Tavernier is wearing the San Joaquin Division's 1981 safety jacket.

The SBC, which is part of the nationalized Mexican railway system and stretches as far south as the Mexican town of Benjamin Hill, is headed by Ingeniero Carlos Malo Kahuam. (Kahuam is his mother's maiden name; he is referred to properly as Ingeniero Malo.)

Malo, Medina, Export Manager Traffic Services Dick O'Connor (out of Nogales), Calexico Chief Clerk Gary Barritt and Car Inspector Frank Tavernier are just a few of the people who keep traffic moving through this international gateway. Some of the others are custom brokers.

Custom brokers work on commission for either shippers or consignees. In the world of international shipping, they are essential to both governments and railroads because they smooth out the paperwork and sometimes even provide temporary financing when consignees lack credit.

Members of the import-export team will have more traffic to handle when the SBC reopens its line to Tijuana, Mexico this spring. The El Centro branch, in combination with the SBC, will then have access to the international port at San Diego. Gene Hardyman, territorial sales manager at El Centro, predicts this route will see increased traffic going to and from San Diego and points east.

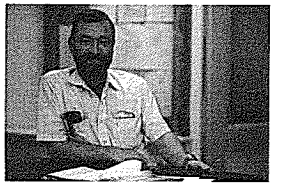
El Centro operations are supervised out of Yuma, Calif., by Trainmaster John Lundberg of the San Joaquin Division. Once a Pacific Fruit Express icing station for Imperial Valley produce, Yuma still handles produce from the valley through Niland. □



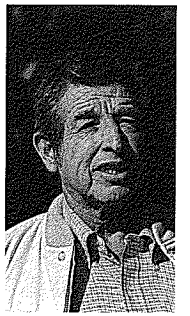


At Yuma: (left to right) Lloyd Williams, engine crew dispatcher; John Jung, chief train crew dispatcher; Victor Ridenour, engineer; Milton Hagedorn, chief clerk; Walter Jackson, switchman; Arthur Guiles, engine foreman; William Avery, switchman; William Hodges, cotton compress clerk; Charles Doran, PICL clerk; Anita Gaudette, train clerk; John Lundberg, trainmaster; Raymond Barker, general yardmaster; Pearl Brennan, trainmaster's clerk; Jimmy Franks, road foreman of engines; Charlotte Harvey, asst. chief clerk and Roy Metzger, wire chief/telegrapher.

Railroaders at the southeast corner of California keep traffic on the move.



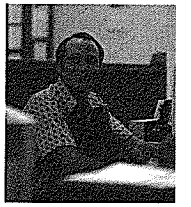
Calexico Chief Clerk Gary Barritt works with traffic bound to and from Mexico.



Dick O'Connor is export manager for Calexico, Nogales, and Douglas.



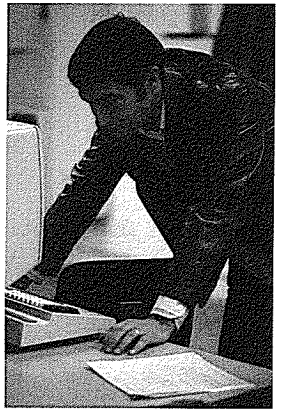
Territorial Sales Manager Gene Hardyman (left) and El Centro Agent Larry Medina on a call to Sonora Baja California Chief Executive Officer Carlos Malo.



Extra board clerk Larry Shultz, acting as asst. chief clerk at El Centro, makes plans to move Imperial Valley cars up to the main line.



Kathy Wilhelm (left), demurrage clerk at El Centro, trains Gail McGalliard, extra board clerk.



At the El Centro office, Asst. Trainmaster Don Seil checks car movements.

Around the System

Amtrak Rail Travel Cards Will Be Renewed by Mail

Employees, retirees and widows who have Amtrak Rail Travel Privilege Cards (RTPC) that expire this year will automatically receive a new "Notice of Privileges" label through the mail that will extend their privileges until 1985. The pressure-sensitive label should be attached to the back of the RTPC. Labels are being issued instead of new cards to reduce handling and mailing costs.

If your address is not current with Amtrak, obtain form NRPC 91 from your supervisor or Personnel Services to correct your address and to secure your label.

If you do not receive your label, contact W. D. Peck, Personnel Services on Ext. 3397 or (415) 541-1000 Ext. 3397. □



Photos: Oliver Goldsmith

West Coast Conference For Women's Traffic Clubs

Over 120 women from San Diego, Calif. to Vancouver, Canada attended the West Coast conference of women's traffic clubs held in San Francisco in February. Among them were (standing at left) Margaret Morrison, Seattle customer representative; (standing at right) Sally Saia, San Francisco buyer's clerk and (seated) Edith Guanziroli, retired clerk from the Manifest Bureau. Both Saia and Guanziroli are former presidents of the San Francisco Women's Traffic Club. Guanziroli serving in 1928. The clubs are made up of women working in all transportation modes. □



The crew that helped prepare and serve the steak dinners at the Roseville Locomotive Plant's safety banquet were (left to right): Machinists Andy Gori, Vito Musso and Cisco Guido. Laborer Joe Hernandez, Electricians John Padjen and Emilo Porter, Machinist Committeeman Leo Marin, Electrician Committeeman Jack McCurdy and Supervisor Jim Flohr.

A Bountiful Feast for Improved Safety Record

Nearly 600 steak dinners were prepared and served to employees on all three shifts at the Roseville Locomotive Plant in January.

The special banquet was Plant Manager R.R. Frederiksen's way of thanking the employees of his facility for achieving their fine safety record. Lost days were reduced by 46 percent; lost-day cases by 49 percent.

General Foreman Dick Palmiter, who headed up the Roseville Locomotive Plants safety program, says that the successful dinner relied upon many energetic volunteers, particularly Electrician Committeeman Jack McCurdy, Machinist Andy Gori, Electrician John Padjen and Machinist Committeeman Leo Marin. □

Awards for Safety-Conscious SP People

Because they were especially alert to the danger of potential accidents and pointed out easily overlooked defects in equipment, the following SP people have been honored with Eagle Eye Awards:

OREGON DIVISION: **G.L. Dew,** engineer; **J.C. Dobson,** electrician; **R.J. Giannini,** rear brakeman; **R.I. Gale,** engineer; **J.H. Horne,** train clerk; **G.A. Leek,** brakeman; **M.W. Merrithew,** assistant engineer; **D.L. Petersen,** tractor-bulldozer operator; **R.L. Staebler,** brakeman; **O.C. Slimmer,** conductor; **G.W. Welbourn,** engineer; **G.L. Walthers,** engine foreman.

COTTON BELT DIVISION: **H.W. Goggans,** signal maintainer; **J.W. Grimmett,** yardman; **L.D. Nelson,** MofW foreman; **C.N. Reynolds,** carman; **J.A. Robinson,** signalman; **T.D. Rannenberg,** carman; **S.R. Vinson,** carman; **D.R. Wagner,** carman.

TUCSON DIVISION: **A.B. Horton,** engineer; **M.C. Kaake,** electrician; **D.J. Legler,** electrician; **J.T. Martin,** electrician; **M. Montalvo,** sheetmetal worker; **A. Nava,** electrician; **J.M. Najera,** electrician; **J.B. Peters,** switchman; **G. Rodriguez,** electrician; **C.J. Scudella,** roundhouse foreman; **D. Talavera,** electrician; **T.C. Valenzuela,** car foreman; **W.R. Voss,** head brakeman; **R.C. Venegas,** electrician; **M.E. Widero,** switchman; **D.J. Woodruff,** machinist.

LOS ANGELES DIVISION: **H.D. McFadden,** conductor; **A.B. Martinez,** supervisor; **C.V. Martinez,** grinder operator; **J.A. Nagle,** general foreman; **A.M. Ortega,** sheetmetal worker; **M.D. Pollock,** hostler helper; **F.V. Razo,** burro crane operator; **A.B. Sprayberry,** engineer; **J.J. Sheridan,** brakeman; **R.R. Stuard,** patrolman; **J.G. Smith,** conductor; **F.J. Tortorice,** engineer; **D.A. Vernetti,** dinky switchman; **L.R. Winders,** asst. special agent; **J.C. Wilson,** car foreman.

LAFAYETTE DIVISION: **G.A. Stewart,** conductor; **C.L. Stewart,** tower operator; **R.L. Theriot,** carman.

SACRAMENTO DIVISION: **R.S. Kearl,** car inspector; **N.H. Kyles,** conductor; **C.D. Lowrie,** herder; **B.E. Lamb,** fireman; **W.E. McGee,** engineer; **R.A. McKissen,** car inspector; **G.L. Perry,** car inspector; **R.L. Pietz,** yard clerk; **D.M. Rosen,** clerk; **T.H. Tillett,** engineer; **T.P. Vlahos,** motor car mechanic.

WESTERN DIVISION: **B.J. Houser,** train order operator; **C.L. Hewett,** train clerk; **J.A. Linder,** clerk; **M. Lopez,** ballast regulator operator; **W. May,** engineer; **A.G. Ransford,** roundhouse foreman; **R.E. St. Onge,** fireman; **J.E. Soares,** yardmaster; **W.J. Selby,** yard engineer; **H. Velez,** machinist; **R.M. Medina,** laborer.

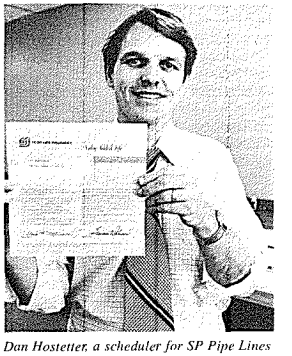
Ticor Life Sells First Policies to SPTCo Employees

SP Transportation Company employees may now purchase low-cost permanent life insurance through SP's newest subsidiary, Ticor Life Insurance Company. Information about Ticor Life's *Value Added Life* insurance plan is being mailed directly to homes of SPTCo employees this month. Employees of other subsidiaries will have an enrollment period later this year.

Two SP Pipe Line employees in Los Angeles were among the first to purchase the innovative insurance plan.

Scheduler Dan Hostetter was in the market for life insurance when the information about *Value Added Life* arrived in his home mailbox. "I had been investigating different life insurance plans, but this was different from anything I had seen," Hostetter says. "I liked the guaranteed cash value feature, the fact that premiums would be paid by payroll deduction and that it was being sold by an SP subsidiary. I felt I couldn't go wrong."

A *Value Added Life* policy is like a savings account combined with life insurance protection. Each premium dollar paid into the policy increases the guaranteed cash value by a dollar. Instead of interest, the policyholder receives the full protection of permanent life insurance. Cash values are always guaranteed and are always equal to the premiums paid.



Dan Hostetter, a scheduler for SP Pipe Lines in Los Angeles, was the first employee to purchase a Value Added Life policy from Ticor Life Insurance Company.

Lowell Hall, supervisor-administration for SP Pipe Lines, is married, has two young children and a home. He saw the opportunity to purchase a *Value Added Life* policy as a means to protect his family and still recover his investment. "When buying insurance, most people are betting they will die. But I'm betting I'll live and recover the money I've paid in," Hall says. "This policy offers protection now, yet will serve as an investment for later years."

Premiums for a *Value Added Life* policy are low because there are no sales commissions, payroll deductions are automated and the simplified application reduces underwriting expense. Spouses and dependents are eligible for coverage at the same favorable rates.

There are many other attractive features to a *Value Added Life* policy. Carefully review the information sent to your home. Policies will be issued by mail and the premium will be deducted from each paycheck. □

Bulletin Board

Ed Keyser, regional tax commissioner in the Tax Department at Houston, has been elected president of the Louisiana Assn. of Tax Representatives at New Orleans.

O.H. Young, general solicitor in the Law Department at Portland, has been appointed as a commissioner on the Oregon Commission on Uniform State Laws.

Bill Merek, retired traffic representative for the Cotton Belt in Little Rock, Ark., has been elected vice president of the Arkansas Railroad Club.

Emile Farah, maintenance manager for the PMT System at Dallas, was named "Member of the Month" for February by the Texas Motor Transportation Assn.

Larry Huffman, account executive in the Traffic Department at Fresno, has been elected first vice president for 1982 of the Fresno Transportation Club.

Al Contier, Oakland PMT sales representative, has been elected treasurer of the Oakland Traffic Club for 1982.

Leland E. Lea, retired SP traffic representative, has been elected director of the Oakland Traffic Club for 1982.

Malcolm Cloninger, a conductor at El Paso, has been elected potentate of El Maida Shrine Temple. □

Railroaders Help Portland Family

Their baby's death from sudden infant death syndrome hit the nearly destitute Rozier family hard, but an article about the Christmas-time loss in the *Portland Oregonian* moved the hearts of some SP readers.

Unknown to each other, **Opal Sickinger,** file clerk in the superintendent's office and **Herb Chilton,** draftsman in the Engineering Department, launched fund drives to help the Roziers and their two surviving sons have a better Christmas.

They raised $275 from SP's Union Station offices, with some help from the Sales Department and Brooklyn Yard.

Also independently, **Jack Swanson,** clearance engineer, offered the jobless father a part-time job working with his stable of 19 show horses.

Chilton said, "I couldn't have enjoyed my own Christmas knowing that this family, especially those two poor little boys, were going without and that their father was selling his blood to put just a little food on the table." □

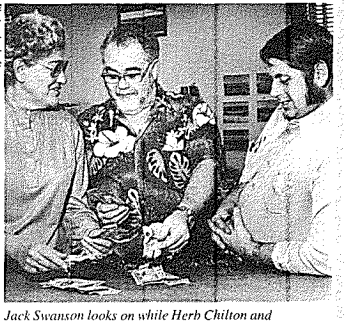


Photo: Andy Kass

Jack Swanson looks on while Herb Chilton and Opal Sickinger count funds collected to help a family in Portland.

Up to Par at PMT

The winners for the fourth quarter in 1981 of the PMT System's PAR (Performance and Results) program which recognizes outstanding sales achievement by sales representatives and terminal managers are: **W. E. D'Ambrosio** at Seattle; **G. L. Shaw** at Phoenix; **T. J. Poindexter** at Houston; **J. B. Gordon** at Shreveport and **T. Valentine** at Chicago. □



Representing the winners at San Francisco were Plant Managers (left to right) Jim Harstad, El Paso; Bobby Trim, Houston; Andy Macejewski, Houston; Fred Altergott, Tucson; Bill Schwoerer, Bay Area and Henry Cates, Ogden.

1981's Best Mechanical Plants Honored

"I wouldn't be here today if it weren't for the people back in Ogden," said Plant Manager Henry Cates, as he accepted the Mechanical Department's top award for excellence in productivity, safety and reliability among the company's running locomotive maintenance plants.

Today the pale blue satin flag he brought home from San Francisco flies right below Old Glory and the Utah state flag at the running locomotive maintenance plant at Ogden.

The other Mechanical Department 1981 award winners are also flying banners. First among car plants was the Houston Heavy Car plant. Tying for second among running locomotive maintenance plants were El Paso and Tucson, while Houston's running locomotive maintenance plant took third place. The Bay Area running locomotive maintenance plant was honored as most improved. □

New Publications About Railroads

Small Railroads *(Assn. of American Railroads; 433 pages; $18 postpaid)* is the first comprehensive analysis of the organizational structure, economic features and financial characteristics of the nearly 400 small railroads in this country. Available from Dept. SR, Economics & Finance Dept., Assn. of American Railroads, 1920 L Street NW, Washington, DC 20036.

Railway Stamps *(ATA Handbook #102; 104 pages, 120 illustrations; $11 postpaid)* lists more than 6,000 stamps showing trains, stations, tunnels, bridges, equipment, etc. Stamps are listed by country of issue as well as by topic. Available from American Topical Assn., 3308 N. 50th Street, Milwaukee, Wisc. 53216.

Oregon The Way It Was *(The Caxton Printers Ltd.; 236 pages; $12.95 postpaid)* is a history of Oregon between 1905 and World War I by retired SP Sales Representative Edwin Culp. It features hundreds of photos from Culp's own collection, including many SP subjects. Culp is also the author of *Stations West*, a pictorial history of Oregon railroading. Available from The Caxton Printers Ltd., Caldwell, Idaho 93605. □

What to Expect From New Tax Law Changes

As you go about preparing your income tax for 1981, you may want to keep in mind a number of changes in the tax laws which will affect next year's return.

The highlights of the tax changes mentioned here are provided as general information to employees. Questions relating to your specific situation should be referred to a qualified tax advisor or accountant.

Last August, President Reagan signed into law the Economic Recovery Tax Act of 1981. Major features of the Act include significant income tax reductions for individuals, and a number of incentives aimed at increasing the level of private savings. Estate and gift tax laws have been changed to lessen the burden on transfers of businesses and other assets.

Among the principal income tax provisions of interest to individuals are the following:

Reduction in Tax Rates: An across the board rate reduction of approximately 23 percent phased in over four years (1981–1984) will establish tax rates that range from 11 to 50 percent (under the prior law the rates ranged from 14 to 70 percent). A tax credit of 1¼ percent was given for 1981; another 10 percent reduction in the tax rate will take effect in mid-1982.

Long-Term Capital Gains: The maximum tax rate on long-term capital gains was reduced from 28 percent to 20 percent effective for sales or exchanges occurring after June 9, 1981.

Married Couples: The higher tax rates on married couples who both have earned incomes and file a joint return, have been eased by a new "marital deduction" beginning in 1982.

Savings Certificates: A maximum lifetime exclusion of $1,000 ($2,000 on a joint return) has been established for interest earned on the new "All Savers" certificates issued after September 30, 1981 and before January 1, 1983.

Individual Retirement Accounts (IRAs): For tax year 1982 and subsequent years, employees may make deductible contributions to the extent of the lesser of either $2,000 or 100 percent of earned income for the year. The contribution is allowed even if the employee also participates in a qualified employer-sponsored pension, profit-sharing or stock-bonus plan. If the husband and wife both work, the IRA limits apply separately to each of them (maximum of $4,000 on a joint return). A taxpayer with a non-working spouse can contribute a total of $2,250 to his and a spousal IRA. The contribution can be made at any time during the taxable year or as late as April 15 (or the due date of the return, if extended) of the following year.

Charitable Contributions: A limited deduction is now provided for taxpayers who do not itemize their deductions (effective for years 1982-1986 only).

Sale of Residence: Individuals do not have to pay taxes on the money from the sale of their former residence to the extent the proceeds are reinvested in a new principal residence purchased within two years of the sale. Under the prior law, the time limitation was 18 months. Individuals, age 55 or over, may elect a one-time exclusion of up to $125,000 (the previous limit was $100,000) on the gain realized from the sale of a residence.

Computers and Microwave Towers are

Today's Keys to Railroad Communications

That "modem" next to your CRT may look like a stereo amplifier, but it's actually used to help the computer turn words and data into tones fit for microwave transmission.

Jose Rodriquez and Larry Thomas stare at the telegraph key in silent fascination for a moment, then both smile.

"We've come a long way, baby," Thomas says.

Rodriguez and Thomas are no novices to the world of railroad communications. Even so, they never saw a telegraph key actually in use at Southern Pacific. For them, rail communications via telegraph is the stuff of nostalgia—or Hollywood.

In the Communications Data Control room, they and other wire chiefs still guard the integrity of railroad data in transmission as the telegraphers of past years did. But now information is sent via computer and microwave.

The CDC room is equipped with millions of dollars worth of equipment, and it's staffed 'round the clock. The machines there handle over half a million messages a day. If the communications system misfires, wire chiefs locate the source of the problem so that repairs can be made. It doesn't matter to troubleshooters like Rodriguez and Thomas if messages concern car locations, diversions, billing or even derailments. They recognize only two kinds of data: good (meaning true to the original) and bad (jumbled in transmission). For them, the medium truly is the message.

The messages flit through this room in a form neither senders nor receivers are likely to recognize. That's because information can move from computers through microwave links to field locations and back only after undergoing some remarkable changes.

All information stored in computers is in a binary format—that is, the information is made up of groups of just two digits, "1" or "0." These digits can be stored on tape, keypunched on a computer card or held in a computer's electronic memory circuits: they're based on the presence or absence of an electrical pulse.

Before the computer's binary version of any message can be sent via microwave, yet another step is taken. The binary message is converted to audio tones, and it's these tones, which are not particularly musical, that sing from microwave tower to microwave tower or along leased telephone lines.

Machines called "modems" (short for modulator-demodulator) change the messages back and forth from binary code to audio tone. In terms of binary code, there are usually eight elements ("1" or "0") to characters (numbers or letters); a high speed modem can transmit 600 characters (4,800 elements) in a second.

The Communications Department built the CDC room back in the mid-'60s in preparation for conversion to TOPS, SP's pioneer computerized operations control system. At the time, commercial communications consoles were not being manufactured, and much of the equipment was designed and built by Communications Department personnel.

Rodriguez began working at the CDC room in 1968, when there were only 100 data lines, mostly monitoring car movements in the Oregon Division. Today, there are almost 600 lines and over 2,500 CRT-modem outfits throughout the SP system and beyond. Last summer, Rodriguez was part of the team that helped install a computer link with the SP office in Mexico City. Links with Guadalajara and Monterrey, Mexico are in the works.

Have Rodriguez and Thomas forgotten the history of their profession? No. They can't keep their hands off the telegraph key that Equipment Supervisor Al Hough keeps as a memento.

"I can still do my name," Larry Thomas says, practicing with the key. Like Rodriguez, he learned Morse code in the Army.

"Morse code used on the railroad was different from the Morse code I learned in the Army, wasn't it Al?" asks Rodriguez.

"Yes, that's right," answers Hough, feeling his seniority a bit. "I wouldn't give up that key for $500. It's a piece of history." □

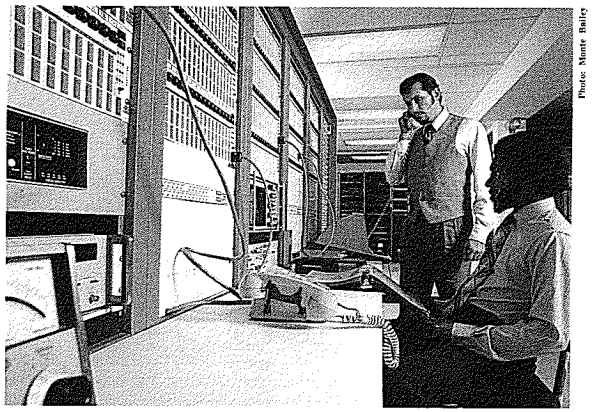


Photo: Monte Bailey

Data Manager Jose Rodriguez (standing) and Wire Chief Larry Thomas (seated) monitor data communications equipment all over the system from the consoles in the basement of the San Francisco General Office. Their job is to pinpoint the source of any equipment problems and make sure they're solved.

Management Moves



Aurand



Kent



Johnson



Humphrey



Connors

Ticor Printing Group

Calvin W. Aurand has been elected president and chief executive officer of Ticor Printing Group.

In his new position, Aurand will be responsible for the overall administration of Ticor's nationwide printing operations and will report directly to the chairman and to the president of Ticor.

Prior to joining Ticor, Aurand was president and chief operating officer of Stecher-Traung-Schmidt Corporation, a Detroit-based national printing company. He has previously held senior executive positions with Bemis Company, a major diversified packaging company; Harrison & Smith Printing Company and Lund Press, Inc.

Aurand received his B.A. degree from Amherst College and participated in the Advanced Management Program at Harvard College. His professional activities include director, Conference Board of Major Printers; director, Graphic Arts Technical Association; and director and former chairman of National Association of Printers and Lithographers. □

Ticor Life Insurance

Glendon E. Johnson has been elected chairman and **Dennis M. Kent** president and chief executive officer of Ticor Life Insurance Company.

Johnson is a consultant to Ticor and has had extensive experience in the insurance field. He was formerly chairman and chief executive officer of American National Insurance Company, Galveston, Texas, and president of Great Southern Life Insurance Company at Houston.

Johnson received a bachelor's degree in economics and business at the University of Utah. He also holds a degree from Harvard Law School.

Kent was formerly vice president, corporate planning and development for Ticor. Previously, he was senior vice president of administration for Ticor Mortgage Insurance Company, which he joined in February 1976.

Prior to joining the Ticor companies, Kent was associated with the Larwin Group, a subsidiary of CNA Financial Corp., as well as Dart Industries and Touche, Ross & Co.

Kent is a member of the board of directors of Constellation Reinsurance Company of New York and Ticor Printing Group, Inc., both Ticor subsidiaries.

Kent is a cum laude graduate of the University of Southern California, with a B.S. in accounting and an M.B.A. in finance. □

The PMT System

D. (Babe) Humphrey, former vice president operations and general manager since 1979, has been appointed vice president administration of the PMT System.

Humphrey began his career with Southern Pacific at Salem, Oregon in 1942.

He moved to the Bay Area in 1948 and worked for PMT as chief clerk, traveling agent, assistant superintendent at San Jose, and special assistant superintendent and assistant to the district manager at San Francisco.

In 1965, he was named district manager at Portland, and five years later moved to Dallas as assistant general manager, then vice president of SWT and SPT of T&L.

A. F. Connors, who began working as a driver in 1951 in Phoenix, has been appointed vice president operations, moving up from vice president of SWT and SPT of T&L at Dallas.

After working for PMT in Arizona as both driver and dispatcher-clerk for two years, Connors was appointed first working foreman and then superintendent. In 1959, he was appointed terminal manager at Phoenix.

In 1968, he moved to the Bay Area as terminal manager at San Jose. Three years later he was appointed terminal manager at San Francisco.

Returning to Arizona, he worked as district manager at Phoenix for five years before taking a position as assistant general manager at Burlingame. In 1979, he was appointed vice president of SWT and SPT of T&L at Dallas.

Both Humphrey and Connors are headquartered at Burlingame. □

SP Communications

SP Communications Company announced a restructuring of its senior management staff.

According to SPCC President Dale Pilz, "the unprecedented growth of our company has caused us to closely examine our management needs and to redefine them. The resulting changes should help us better meet the demands of a highly competitive and rapidly expanding industry."

George Vasilakos, executive vice president-operations, engineering and construction, has been appointed executive vice president-commercial, engineering and construction. In this capacity, he will be responsible for marketing, business development, engineering, construction as well as the Communication System Division.

Vasilakos joined SPCC in July 1973 as southern division sales manager. He has held the positions of western area marketing manager, vice president-marketing and vice president-operations prior to his present position.

Other changes include:

Rex Hollis, vice president-marketing to vice president-marketing for Spacenet.

Craig Clymo, vice president-administration to vice president-planning and administration.

Marshall Lim, manager of financial analysis and planning to assistant treasurer. □

Appointments

ACCOUNTING DEPARTMENT: At San Francisco: **C.M. Brasher** *to asst. manager, property accounting;* **J.P. Curtin** *to asst. to manager, property accounting;* **B.J. Henning** *to assistant to controller;* **S. Jackovich** *to manager, property accounting.*

ENGINEERING DEPARTMENT: At San Francisco: **A.R. Ranuio** *to valuation engineer.*

EXECUTIVE DEPARTMENT: At San Francisco: **Mrs. N.J. Hagan** *to asst. office manager.*

INDUSTRIAL RELATIONS DEPARTMENT: *At San Francisco:* **C.E. Lamb** *to asst. to vice president;* **N.D. Munn** *to manager of personnel;* **C.A. Priddy** *to manager of personnel services;* **K.A. Wood** *to asst. to vice president-employee relations.*

THE PMT SYSTEM: At Burlingame: **W.G. Ackerman** *to manager of personnel;* **J.P. Atturio** *to manager-budgets/forecast;* **A.F. Connors** *to vice president operations;* **W.O. Hillebrand** *to asst. vice president, linehaul & labor;* **D. Humphrey** *to vice president administration;* **N.N. Ziegler** *to manager industrial relations;* at Dallas: **L.G. Griffith** *to regional operations manager;* **D.R. Landry** *to manager, budget & pricing (IMS);* at Houston: **G.E. Walker** *to terminal manager;* **J.H. Wryn** *to manager industrial relations;* at Los Angeles: **J.G. Greene, Jr.,** *to manager industrial relations;* **D.E. Williams** *to regional operations manager;* at Oakland; **R.D. Bernardi** *to terminal manager;* at Phoenix: **G.C. Copple** *to manager central collections;* **F.M. Garrett** *to asst. manager central collections;* at Portland: **R.L. Stokes** *to terminal manager;* at Sacramento: **R.G. Pallari** *to regional operations manager;* **J.E. Quartaroli** *to terminal manager,* **J.V. Roberts** *to general manager intermodal.*

PUBLIC RELATIONS DEPARTMENT: At San Francisco: **G.D. Pera** *to community relations representative.*

TRAFFIC DEPARTMENT: At Chicago: **D.W. Neubek** *to pricing analyst.*

COTTON BELT: At Houston: **J.A. Steele** *to asst. manager tariffs and special projects.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: W. Derheim, *assistant office manager;* **T. D. Mouritsen,** *general clerk;* **M. M. Pineda,** *clerk;* **D. W. Robinson,** *buyer.*

HOUSTON DIVISION AND REPAIR PLANTS: J. W. Bunn, *agent-telegrapher;* **W. L. Clevenger** and **F. P. Danna,** *locomotive engineers;* **C. P. Dean,** *tracing clerk;* **O. D. Jenkins,** *painter;* **F. L. Magee,** *assistant chief clerk;* **P. T. Turner,** *oiler;* **C. F. Welch,** *radio equipment installer.*

LAFAYETTE DIVISION: D. P. Taylor, *clerk.*

OREGON DIVISION: P. J. McGhehey, *locomotive engineer;* **W. C. Orloff,** *yard clerk;* **N. J. Rude,** *crew dispatcher;* **V. G. Savage,** *locomotive engineer;* **N. L. Williams,** *carman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: S. Ceballos, *motor truck operator;* **R. R. Dodds,** *train clerk;* **R. G. Dorland,** *sheetmetal worker;* **R. W. Eagleton,** *car inspector;* **W. W. Fenn,** *head file clerk;* **W. D. Grubb,** *district MofW manager;* **C. W. Meadows,** *assistant terminal superintendent;* **J. M. Munt,** *brakeman;* **A. G. Pedroza,** *laborer;* **J. G. Rose,** *motor truck operator.*

SACRAMENTO DIVISION AND REPAIR PLANTS: G. J. Ahlberg and **J. C. Boralho,** *conductors;* **W. F. Champlin,** *carman;* **G. R. Furtado,** *painter;* **G. W. Davis** and **A. W. Goldstone,** *electricians;* **V. Martinez,** *assistant general forman-P&M;* **R. W. McManus,** *assistant to superintendent;* **J. Medich** and **G. R. Myers,** *machinists;* **H. J. Walsh,** *locomotive engineer;* **J. Wells,** *laborer.*

SAN ANTONIO DIVISION: J. W. Alexander, *secretary;* **M. G. Flores,** *machine operator;* **J. Hayes,** *engine foreman;* **G. B. Henderson,** *chief train dispatcher;* **A. M. Johnson,** *locomotive engineer;* **H. J. McElroy,** *conductor;* **W. A. Trusdel,** *engine foreman.*

SAN JOAQUIN DIVISION: B. F. Erskin, *switchman;* **E. J. Moore,** *regional track supervisor.*

TUCSON DIVISION: C. W. Ferro and **J. Mocnik,** *locomotive engineers;* **J. W. Kinnick,** *electrician;* **M. J. O'Hara,** *draftsman;* **J. R. Parker,** *clerk;* **M. H. Ureno,** *laborer;* **N. L. Wagner,** *truck driver.*

WESTERN DIVISION: J. J. Bragg, *WS mechanic;* **A. H. Hamann,** *yardmaster;* **D. F. Henry,** *demurrage clerk;* **E. C. Houldson,** *car inspector;* **E. S. Loman,** *conductor;* **A. B. Swerer,** *electrician;* **A. R. Valle,** *motor car mechanic.*

COTTON BELT: *Pine Bluff Division:* **J. R. Barron,** *interchange clerk;* **J. L. Callaway,** *train dispatcher;* **F. F. Dumboski,** *carman;* **W. E. Mathis,** *station accountant;* **M. C. Neill,** *secretary;* **L. J. O'Banion,** *locomotive engineer;* **S. A. Swim,** *clerk. Kansas City Division:* **C. Chafin,** *carman;* **J. D. Chinn,** *brakeman;* **M. C. Dillman,** *manager telegrapher;* **W. E. Michael,** *switchman;* **M. G. Sears** and **J. C. Selby,** *conductors;* **R. H. Seidler,** *engine foreman.*

OTHERS: L. K. Brown, *district sales manager, Birmingham;* **H. L. Daniels,** *supervising engineer-Pipeline. SPPL, Los Angeles;* **R. H. Haag,** *account executive-Traffic, Atlanta;* **F. R. Harris,** *rate clerk, Cincinnati;* **R. J. Kasavage,** *foreman, PMT, Houston;* **J. M. Oats,** *terminal manager, PMT, Little Rock;* **J. H. Taylor,** *locomotive engineer, NWP.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: R. E. Bannister, *senior claim adjuster.* Pensioners: **F. S. Hackley,** *draftsman;* **R. L. Jordan,** *chief clerk-AAR bureau;* **F. E. Russell,** *chief mechanical officer-system;* **I. A. Tillery** and **H. F. Zajakala,** *clerks;* **J. J. Zara,** *janitor.*

HOUSTON DIVISION AND REPAIR PLANTS: A. Bean, *laborer;* **E. S. Lohrke,** *labor relations officer;* **M. C. Paramo,** *electrician;* **E. L. Weiss,** *sheetmetal worker.* Pensioners: **R. W. Banks,** *welder;* **L. J. Flanagan,** *switchman;* **J. B. Freeman,** *brakeman;* **G. W. Halsell,** *carman;* **A. Middleton,** *clerk;* **L. A. Rasch,** *carpenter;* **B. Simpson,** *car inspector;* **W. A. Sefcik,** *mechanic;* **I. Webb,** *laborer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: Pensioners: **C. R. Baker,** *cook;* **R. A. Boutte,** *dining car waiter;* **M. E. Cantu,** *clerk;* **T. E. Diggins,** *switchman;* **R. Y. Franklin,** *brakeman;* **J. M. Garcia,** *machinist;* **C. E. Grant,** *sheetmetal worker;* **E. Hall,** *car inspector;* **A. B. Johnson,** *yardmaster;* **R. L. Lindsey,** *conductor;* **E. D. Meyers,** *agent-telegrapher;* **H. Paramo,** *laborer;* **H. L. Peterson,** *conductor;* **T. H. Pigg,** *general foreman-Mechanical;* **V. S. Rodriguez,** *laborer;* **E. S. Rogers,** *clerk;* **P. J. Scherer,** *B&B supervisor;* **L. Tankersley,** *locomotive supplyman;* **G. M. Wilson,** *chef;* **L. S. Young,** *laborer.*

OREGON DIVISION: E. L. Forbis, *agent-Eugene;* **V. L. Haight,** *engine foreman.* Pensioners: **M. E. Borgaard,** *conductor;* **A. R. Bothner,** *machinist;* **W. C. Carley** and **M. O. Carmichael,** *locomotive engineers;* **A. B. Clement,** *clerk;* **J. O. Cobb,** *laborer;* **L. L. Cone,** *assistant chief yard clerk;* **E. T. Morian,** *conductor;* **R. P. Harkson, H. C. Leonard** and **A. L. Rainwater,** *locomotive engineers;* **J. R. Shirley,** *car inspector.*

SACRAMENTO DIVISION AND REPAIR PLANTS: J. G. Greene, *telegrapher-clerk.* Pensioners: **A. Cevola,** *carman;* **P. W. Demuth,** *machinist;* **L. D. Gaunt,** *motor truck operator;* **C. M. Hanger,** *section stockman;* **W. M. Hunter,** *conductor;* **G. A. Leggett,** *yardmaster;* **A. L. McGhee,** *locomotive engineer;* **A. Meier,** *blacksmith;* **E. Melendez,** *laborer;* **A. Senini,** *switchman;* **O. L. Thomas,** *locomotive engineer.*

SAN ANTONIO DIVISION: Pensioners: **H. Bryant,** *brakeman;* **W. R. Dearing,** *clerk;* **L. R. Hurley,** *carman;* **L. Hidalgo** and **F. A. Montalbo,** *laborers;* **N. R. Radtke,** *agent-telegrapher;* **J. C. Rooker** and **L. C. Tolleson,** *locomotive engineers;* **M. F. Underhill,** *clerk.*

SAN JOAQUIN DIVISION: D. C. Mills, *locomotive supplyman.* Pensioners: **G. J. Ballard,** *locomotive engineer;* **R. R. Barney,** *conductor;* **D. W. Baughman** and **A. E. Cooper,** *machinists;* **E. E. O'Connor,** *train dispatcher;* **W. G. Swan,** *locomotive engineer;* **J. Tomei,** *clerk.*

TUCSON DIVISION: Pensioners: **I. O. Adams,** *clerk;* **L. M. Anderson,** *switchman;* **L. R. Bair,** *foreman;* **A. Chavez,** *carman;* **R. L. Chavira,** *car inspector;* **A. E. Fassett,** *brakeman;* **N. C. Hall,** *attorney-El Paso;* **R. McGinnis,** *porter;* **H. R. Mulchahey,** *assistant engineer;* **J. S. Niven,** *electrician;* **R. C. Van de Water,** *pipefitter.*

WESTERN DIVISION: H. E. Codde, *foreman, MofW equipment repair facility-Oakland.* Pensioners: **A. L. Amos,** *mail relief foreman;* **M. Brown,** *janitress;* **S. Compagno,** *laborer;* **J. T. Conner,** *locomotive fireman;* **J. B. Dixon,** *lead paver;* **H. K. Eggert,** *electrician;* **E. Feldt,** *telegrapher-clerk;* **R. E. Garrette,** *laborer;* **M. B. Golder,** *clerk;* **H. J. Gundry,** *assistant engineer;* **H. M. Handy,** *janitor;* **J. Holland,** *clerk;* **G. S. Hoover,** *conductor;* **G. A. Karmann,** *locomotive engineer;* **H. J. Knudson,** *signal maintainer;* **L. W. McCarty,** *yardman;* **L. F. McCready,** *carman;* **R. B. McConnell,** *signal maintainer;* **A. H. Merino,** *conductor;* **J. Merritt,** *instructing chef;* **G. E. Mitchell,** *engine foreman;* **C. R. Morton,** *porter;* **W. C. Nusbaum,** *mail handler;* **J. T. O'Halloran,** *patrolman;* **A. S. Rodriguez,** *laborer;* **J. D. Russell,** *car inspector;* **J. M. Scobie,** *clerk;* **D. R. Simpson** and **C. E. Sketch,** *locomotive engineers;* **H. M. Stephens,** *switchman;* **A. Taplin,** *chair car porter;* **R. M. Tull,** *locomotive supplyman;* **D. Villegas,** *supplyman;* **O. A. Willmirth,** *conductor.*

COTTON BELT: Pensioners: **E. J. Knapp,** *commercial Agent, Houston;* **M. L. Schlesener,** *clerk;* **J. D. True,** *conductor.*

OTHERS: Pensioners: **C. W. Sullivan,** *shop foreman, VERRCo., Exeter;* **W. L. Waters,** *foreman. SD&AE.*

Summertime

And the Living Is Easy

America's cities and towns honor summer, as well as other seasons, with many kinds of celebrations. In Portland, there's a Rose Festival, while Gilroy, Calif. pays tribute to the humble garlic. In other towns, citizens gather in praise of olives, crawfish, chili and even William Shakespeare.

The Bulletin wants to know more about SP people who take part in these community celebrations around the system. If your town celebrates when the fish are jumping and the cotton is high, please write Bulletin Editor Bob Hoppe.

Give Us Your Best Shot

12 Winners Will Receive $100 Each

How would you like to win $100 cash and have one of your photographs appear in the 1983 calendar produced by the Safety Department?

If it sounds interesting, get out your camera, dust off its lens and focus in on SP trains: the theme for next year's calendar.

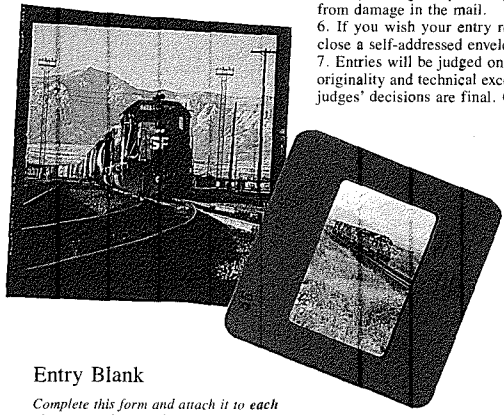
From Oregon's beautiful Cascade Range to the golden wheat fields of Kansas—from the West Coast to the Gulf Coast—SP operates hundreds of trains each day. Our trains travel across a variety of photographically interesting locations: mountains, flatlands, deserts and bayous; near cities, lakes and oceans.

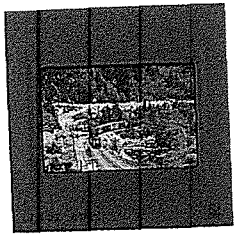
Photos may be taken anywhere on the SP system. You are limited only by your imagination.

Judges will select 12 photos to be used on our 1983 safety calendar. Winning photos will be reproduced in full-color with a credit line identifying the photographer.

Rules

1. Any *amateur* photographer who is an active or retired employee of SP or any of its subsidiaries may enter.
2. Only *color* photographs may be entered. Both prints and slides are acceptable. Prints should be at least 5" x 7". Include the original negative or transparency when submitting your entry.
3. No more than three entries per person.
4. Photos should be taken in SP's 14-state operating territory. For each entry, give a photo title and a few sentences describing the picture and where it was taken.
5. Entries must be received no later than June 8, 1982. Be sure to use a stiff cardboard backing to protect your photos from damage in the mail.
6. If you wish your entry returned, enclose a self-addressed envelope.
7. Entries will be judged on the basis of originality and technical excellence. The judges' decisions are final. Good luck!





Entry Blank

Complete this form and attach it to ***each*** *photograph that is submitted. Photocopy the entry blank if necessary.*

Send to: Southern Pacific Transportation Co., One Market Plaza, San Francisco, CA 94105, Attn: Safety Dept. Photo Contest

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City_____ State_____ Zip_____
Job Title_____
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